

POLICE GUARD CARS AS B. R. T. TRIES TO RESUME TRAFFIC

Arrived to speak for Mr. Garrison, the Mayor, who had just received a letter from Mr. Garrison in which he specifically stated that he would not sit with officers of the union, said he would do what he could.

Brooklyn Borough officials, under the leadership of Acting Borough President Joseph Guider, have planned to start a line of omnibuses from Borough Hall to all parts of Brooklyn in time to take care of part of the rush hour crowd this evening. They have chartered 150 in Hoboken, Newark and other Jersey cities and will start them on a 10-cent fare basis if consent can be obtained from the Secretary of State.

The police courts of Brooklyn were busy handling cases of strikers accused of assaulting street car workers, stoning cars and damaging B. R. T. property. Many of the men were held in heavy bail for the Court of Special Sessions. Some magistrates imposed jail sentences.

The attitude of the District Attorney's office toward strike rioters was indicated this afternoon in the Fifth Avenue Court, Brooklyn, when Roger Morrissey, No. 130 First Place, Brooklyn, was arraigned on a charge of disorderly conduct. It was said he had thrown a potato at a motorist.

"I insist that a charge of felony be made in this case," said Assistant District Attorney Goldstein. He cited Section No. 1981 of the penal code as providing that any interference with the operation of a street car or train is a felony punishable by imprisonment for five to twenty years. The charge was changed to that of assault and the prisoner held in \$1,000 bond.

LABOR AGENCY SAID TO EN-GAGE STRIKE BREAKERS.

Commissioner Nixon was informed this afternoon that a Brooklyn labor agency had sent 25 strikebreakers to join street cars on Fifth Avenue and that there were on the way to the agency. The men are said to be "green" men and they are not to handle the controllers but "to protect the men who are handling them."

The news was communicated to members of the Brotherhood of Locomotive Engineers. Some of their number asserted that if strike breakers were called the Brotherhood would call a strike covering the whole city.

Commissioner Nixon has demanded that in case Receiver Garrison decides to abandon service to-night, as he did last night, that he notify the Public Service Commission at once, that every one may get notice through the newspapers. Mr. Garrison has promised to comply with the order as soon as he reaches a decision.

Receiver Garrison, accompanied by President T. B. Williams of the B. R. T. and General Manager Frederick P. Boyce, climbed into an automobile this afternoon to make a tour of the car barns.

"My object," the receiver said, "is to see if we can get out cars enough to take care of this evening's crowd from Manhattan. I find that where there is sufficient police protection our men are responding loyally. Wherever I find an insufficient number of policemen at any barn I am telephoning to the Police Department."

"The first stop was at the 35th Street barn. The superintendent declared that he had men enough on hand to send out twenty-five cars if he could get policemen to go with them. Mr. Garrison reported promptly to Police Inspector Murphy.

Twenty-five minutes after the receiver left 35th Street Gustav Dornheim, a B. R. T. inspector, was brought in unconscious on a Court Street car.

When the car was passing 27th Street in Third Avenue, it was said, a crowd of men ran out of one of the buildings, attacked the car and knocked Dornheim senseless. He is believed to have sustained a fracture of the skull.

Receiver Garrison also visited the barn at Ninth Avenue and 20th Street, described by officials as the "most loyal in Brooklyn." There were 200 men and women on hand ready to go out. While Mr. Garrison was there a detail of police arrived and Supt. Atlesley called for volunteers to take out the first police-protected cars. Three times the necessary number volunteered instantly.

After freeing two cars at Prospect Avenue and 16th Street, a detachment of seventy-five men boarded a convenient local truck and went to the 8th Avenue barns at Third Avenue and 5th Street to report. Here they heard of a truck loaded with steel girders which was stalled at Third Avenue and Thirty-seventh Street. They at once went to the stalled truck, seized the load and distributed the girders along the tracks. All cars were then turned to the barns until a wrecking crew and protection could be organized to remove the obstructions. The 8th Avenue barns reported that three policemen stationed there had refused to get aboard outgoing cars on the ground they had been on duty for thirty-six hours continuously.

Not a car has been running on any of the five lines operating out of the East New York barn since shortly after noon. A number of them had been brought back to the barn with wheels broken notwithstanding that policemen rode on the platforms. It was the intention of the B. R. T. to

run out some of the cars at four o'clock for the accommodation of the rush hour, but it is said that it is doubtful if this will be done. Forty-five policemen have been at the barn all the afternoon and seventy-five additional were expected at four o'clock.

District Attorney Lewis of Kings County has ordered reports of all motormen and conductors who have complained that policemen assigned to their cars failed to protect them from mobs or from assaults by individuals. He has directed that a special investigation be made that a policeman was derelict in his duty and thus helped bring about a fight in which a boy was shot.

Edwin Smith, local strike leader in Brooklyn said, this afternoon, that he had been officially notified that the employees of the Long Island Traction Co. will go on strike at 5 o'clock to-morrow morning. The Long Island Traction Co. covers all western Long Island. Mr. Smith's statement was not confirmed.

REPORTS SHOW THE STRIKERS GAINING GROUND.

Despite the action of the City Administration in furnishing policemen to guard the cars, the claim of the strikers that they are gaining ground appears to be justified by reports made to the Public Service Commission by inspectors detailed to count the cars in operation.

These reports show that the elevated service is about half as efficient as it was yesterday, while the surface lines are operating only about 10 per cent. of the cars called for by the normal schedule.

Receiver Garrison and B. R. T. officials complain that the police protection does not protect and numerous instances are quoted to prove the assertion.

Disorder and minor rioting prevailed in all the thickly settled parts of Brooklyn. It was soon apparent that one policeman stationed on the front platform of a car was of little use as a protector, as the crowds attacked from the rear.

Scores of motormen and conductors who started out with cars this morning after Brooklyn had been cut off from all street car service during the night made only one trip and turned in their cars. They said the work was too dangerous. Some claimed that the police were openly in sympathy with the strikers. Nevertheless many arrests were reported.

At a meeting of strikers at 11 o'clock at the Labor Lyceum it was announced that the conductors and motormen on the Manhattan surface lines had agreed to strike in sympathy if such a step should be deemed necessary and that national leaders were on the way from Detroit to look over the situation and decide whether to call out the Manhattan union men.

Frank Hedley, General Manager of the Interborough and Job E. Hedges, receiver of the New York Railways Co., said that they were not worried over the assertions of leaders of the Amalgamated Association that Manhattan street car men will strike in sympathy with the Brooklyn men. The Interborough employees and the New York Railways employees have unions of their own and are not affiliated with the Amalgamated.

NOT ENOUGH POLICEMEN TO MAN THE CARS.

The Police Department failed to furnish sufficient men to guard all the cars that were ready to go out this morning according to reports. At some of the outlying depots no policeman had reported up to noon and no cars were sent out. The police authorities say there are not enough policemen in the city to properly man all the cars and trains.

According to reports of the B. R. T. officials by police apathy the strikers became bolder in their methods of intimidation as the day advanced, finally reaching a stage where they did not hesitate to tackle policemen who made a show of protecting motormen and conductors. A mob pulled a mounted policeman off his horse in Hamburg Avenue.

Although every sort of vehicle was pressed into service during the morning rush hour the Brooklynites who work in Manhattan and normally are all at their tasks by 9 o'clock were not more than half absent the East River at that hour to-day. It was not until 10:30 o'clock that the congestion on the bridges was relieved. Traffic rules were suspended and there were hundreds of minor accidents. Automobiles took half an hour in crossing Brooklyn Bridge.

The strikers leaders are working hard to persuade the power house employees to go on strike. A meeting of the union power house men will be held at the Labor Lyceum to-night. A strike of the power house employees would stop every wheel in Brooklyn that runs on steel tracks.

NUMBER OF MEN OUT, ACCORDING TO UNION CLAIMS.

Reports of pickets turned in at strike headquarters up to 10 o'clock this morning indicate, according to the union leaders, that 3,700 B. R. T. employees in the surface and elevated mechanical departments were on strike at that time. The power house employees, the leaders report, will meet to-night and take a strike vote. Every effort is being made to persuade the firemen and electricians to walk out of the power houses. Such a move would, of course, completely tie up the whole B. R. T. system and deprive Brooklyn of any kind of rail transportation.

B. R. T. Strike Doesn't Worry These Workers Who Ride in Army Trucks and Big Motor Vans



William Reilly, organizer of the union of the surface lines, claimed that 4,100 out of 4,500 employees are on strike. Aaron Kopman, organizer of the elevated conductors and guards, asserted that 2,400 out of 2,700 are on strike and Edwin Smith, Chairman of the Strike Committee, after a tour of the shops and depots announced that practically the entire mechanical staff consisting of 1,750 men is out. The company officials ridicule these figures and there is no way by which an outsider can check them up.

Union leaders say that 2,000 B. R. T. employees have joined the strike since it was declared and show a book full of names in proof of their assertion.

FIRST SHOTS OF STRIKE FIRED EARLY IN MORNING; CARS STONED IN RUSH HOUR

Crews of Some Trains Dragged Off by Strikers—Windows Smashed by Mobs.

The first shots of the strike were fired at 2:30 A. M. to-day. A wrecking train with a guard of two policemen was shot at five times by persons from a doorway near Schenectady Avenue and Bergen Street. No one was hit. The policemen searched the house and neighborhood without result. Later an observation car was stoned near the same corner.

At 6 o'clock this morning a closed Bergen Street car bound for New York, with a policeman on each platform, was halted at Vanderbilt Avenue by twenty men, who attempted to argue the conductor and motorman off the trolley. The policeman directed the motormen to proceed and the strikers retired. The car had gone only a few yards when it was showered with a volley of stones, breaking windows and sending the passengers into a panic. No one was hurt.

Twenty minutes later another Bergen Street trolley passing the same point was boarded by the same strikers presumably, and after a short but hot argument the crew was dragged off. The police guards jumped into the crowd which was beating the motorman and conductor and the strikers turned on the policemen. Two of the ringleaders were seized, but the strikers closed in and rescued them. Then the policemen drew their revolvers, but the crowd was so great they did not fire. The strikers melted away and the car proceeded.

As cars came in and were abandoned the conductors and motormen told of being held up by mobs while the police guards looked on and refused to make arrests. Thomas R. Ryan, superintendent of the depot, said to an Evening World reporter: "On this section of the road at least the policemen have laid down on their job. They have afforded no protection to our men and we cannot run street cars when policemen stand by and see mobs beat up motormen and conductors. Two of my conductors and one motorman have been treated by ambulance surgeons within an hour. All were assaulted at Broadway and DeKalb Avenue."

"Frank Walsh, No. 1037 DeKalb Avenue, and Jacob Dieler, No. 243 4th Street, Flatbush, veteran conductors, were dragged from their cars and beaten and kicked, it was said, while policemen looked on. Strikers jumped on the platform of a car, pushed a policeman aside and brutally assaulted Daniel O'Connell, a motorman. The policeman did not raise his hands."

Earlier in the day strikers boarded a Broadway car at DeKalb Avenue, but the police drove them off. The police also averted trouble at Second Avenue and 23d Street when shipyard workers became ugly toward the crew. Strikers and sympathizers adopted new tactics to impede the operation

of surface cars. Enthusiastically aided by small boys, they piled timbers, stones and other obstructions on the tracks. When motormen got off the cars to clear away the obstructions they were stoned or otherwise assaulted. The police guards would not assist in clearing the tracks nor would they get off the cars to aid the motormen who were attacked by mobs.

Complaints were received at the B. R. T. offices from several crews of the Greenpoint Line that the police were not affording them any protection. The men reported that three cars were held up at Manhattan and Greenpoint Avenue in front of the Police Station, two policemen being on each car. They were attacked.

The police, the men said, told the crews to look out for themselves and that they, the police, would look after themselves. Then they left them. The strikers compelled the crews to take the cars to the Ridgewood barn and no help came from the police in the station house. Fifteen minutes later, the men said, four mounted policemen dispersed the crowd.

This afternoon the Greenwood Division, with headquarters in the big barn at Ninth Avenue and 20th Street, was almost out of commission. Eleven big lines radiate from this corner, and at the middle of the day there usually are 150 cars out. To-day the number of cars in operation was estimated by railway men at "between 20 and 30."

Crowds of strike sympathizers gathered at DeKalb and Central and at Wilson and Myrtle Avenues and threw stones at passing trolley and elevated cars. In the crowds were men, women and little children. One rock went through the window of a Myrtle Avenue surface car. The police, about three in number, made no attempt to interfere.

At the old Ridgewood depot at Myrtle Avenue and Palmetto Street, which is used for storing cars, about fifteen employees were quartered. A crowd of about 300 or 400 gathered on the four corners, while about fifty men paraded in front of the building in columns of four, using strong epithets.

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WINDOWS OF ALL THESE CARS ARE SHATTERED.

All the cars run into the East New York barns showed evidences of bad treatment along the line. Every window of each car returned was broken. One conductor of a Broadway car said a man had climbed on his car, shoved a pistol at him and ordered him to return the car, adding: "If any one else brings this car out they will be murdered." The conductor returned the car and another man was asked to take it out.

"Nothing doing," he replied. Police on the front of the cars, it was said by citizens, did not stop the strikers from breaking the windows.

At the Fresh Pond depot not a car was out in the morning. The gates Avenue, Richmond Hill and Fresh Pond lines were tied up.

"I cannot run the cars until I have six or eight policemen on each car," the superintendent said.

CONEY ISLAND AGAIN CUT OFF BY STRIKE; BOATS CARRY WORKERS

Autos Charge as High as \$5 for Ride to Atlantic Avenue—Profiteering Reported.

Coney Island was again practically cut off from the rest of the city. Few cars were run on the surface and subway lines and those residents lucky enough to get to the city were in most cases brought on the Iron steamboats, or in motor vehicles, buses, coal trucks and moving vans. The machines charged from \$2 to \$5 for the ride to Atlantic and

Fourth Avenues, where the passengers took the Interborough Subway to Manhattan. Sight seeing buses operated, the fare in their case being \$1. The first Iron steamboat left the island at 8 o'clock, and although it had not been definitely announced the boats would run, more than 1,000 persons stormed the gates from 6 o'clock on.

Profiteering was practiced by the owners of small automobiles between Bay Ridge and Fourth Avenue and Pacific Street. They carried passengers at 35 cents each. Before reaching Pacific Street they stopped to collect fares and instructed their passengers:

"Now if any body asks you down there how much fare you paid, say you didn't pay any, you were riding with a good natured friend. There's a lot of revenue and city license inspectors laying for us at Pacific Street."

Amphibians, trucks and cars of the Women's Motor Corps were carrying women and children free and refusing all men passengers.

The B. R. T. announced the Fifth and Third Avenue lines were "open," but that out of 130 cars normally running on these lines only eight had been sent out up to 9 o'clock. Lack of adequate police protection was given as the reason for failure to send out more.

Atlantic Avenue was a point also toward which thousands of pedestrians converged. The result was a jam of humanity in the subway stations which the Interborough and Seventh Avenue officials found impossible to handle. Intending passengers found it impossible to buy tickets and there were times when the gates were rushed despite the work of the police.

Not only were the platforms massed, but the steps leading down to them and the streets above were crushes of humanity.

Vice-President Dempsey issued this statement: "The police are responsible for the service interruptions. We have the men. If given protection the cars can be run on schedule." He added that many crews were at the barns ready to go out this morning, but did not start on time for the reason that policemen were not there to protect the platform men. On the other hand, a number of cars went out without a police guard.

Superintendent of Transportation Selbert said: "The violence of last night was not by employees of the B. R. T. The violence was by men brought here from Connecticut and New Jersey. The B. R. T. men are really not on strike. All the trouble is by men who deserted the company during the war and who worked in the ship yards at high wages during the war. They have now returned and planned trouble for the company."

Ninety policemen were assigned to escort cars leaving the East New York car barns this morning. With one policeman on each car this provided protection for about 70 per cent. of the normal service originating at these barns.

In some instances there were two policemen to a car, chiefly in the crowded districts. Usually there was only one policeman. When there was one he rode standing beside the motorman. When there were two they were stationed at either end of the car.

CARS RUNNING IN RUSH HOUR OVERLOADED.

The cars in operation were crowded almost beyond precedent in the morning rush hour, and the streets were thronged with pedestrians and a suddenly organized system of "jitneys."

Along Fulton Street from Borough

POLICE BULLETINS ON STRIKE ARE SUSPENDED IN BROOKLYN

"No Disorders Worth Publishing," Inspector Murphy Tells Reporters—Will Look Into Assaults.

The usual news bulletin service of the Brooklyn Borough Police Headquarters has been suspended so far as the strike was concerned. Not even the usual slip announcing that a strike had been declared and there might be interruption of transportation on the B. R. T. lines had been posted up until noon to-day. Bulletins of small accidents and other disorders were posted as usual, but not one attack on a B. R. T. car or motorman was put on the board.

Thomas H. Murphy, police inspector of Brooklyn, was asked why the bulletins had been suspended insofar as strike disorders, which were of the greatest importance to the public, were concerned.

"There have been no disorders worth publishing," he said. "Everything is peaceful. The gathering of a thousand or fifteen hundred people out of curiosity when one or two others make a trivial fuss—that is not a riot, you know."

"You told us yesterday," the reporters reminded him, "that the strike was insignificant and wouldn't last long or bother anybody." Later you told us that only 400 men were concerned and they couldn't really inconvenience the public or do anything calling for police action. Later you said there were a thousand strikers but that there was no violence. Yet the motormen and conductors had to quit in fear of their lives and hundreds of thousands had to walk."

"There have been no disorders worth mentioning," said Inspector Murphy.

Reminded that motormen had been mauled, uniforms had been torn from conductors, car windows broken and trolley wires torn from the poles, he said:

"Will you give me a list of those

112 STRIKES IN BROOKLYN BESIDES THAT ON B. R. T.; ALL NEED POLICE GUARD

ATTENTION was called to-day to the fact that the B. R. T. strike is not the only one in Brooklyn claiming the attention of the police.

One police inspector said there were 112 strikes in progress, requiring an average of three policemen each. And another strike started this morning when 750 plasterers quit work on the finishing of new buildings. They have been getting \$7.50 a day and they want \$8.

TELEPHONE GIRLS TAKEN TO WORK IN CO.'S AUTOS

Practically all the motor vehicles of the telephone company were pressed into service to-day to carry the operators to and from their homes in Brooklyn. The service was made even more than usual by the strike, but it was said that the emergency bus service to-day was doing good work.

Brooklyn was subdivided into districts and the company's vehicles covered the borough. Some of the operators live within walking distance of the exchanges where they work.

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